

HELLO DISTINGUISHED LADIES AND GENTLEMEN

MY NAME IS NORM BROOKS AND I AM THE PRESIDENT OF THE WESTLAND POLICE OFFICERS ASSOCIATION. I AM HERE TODAY TO EXPRESS MY SUPPORT FOR HOUSE BILL 5287. THIS LEGISLATION WILL ELIMINATE THE ABILITY FOR POLICE DEPARTMENTS, IN THE STATE OF MICHIGAN, TO USE TICKET **QUOTAS** AS A PART OF A POLICE OFFICERS EVALUATION. WHILE TRAFFIC ENFORCEMENT IS PART OF LAW ENFORCEMENTS DUTIES, IT SHOULD NOT BE USED BY ADMINISTRATORS AS A WAY TO SUPPLEMENT THEIR GENERAL FUNDS.

POLICE OFFICERS RAISE THEIR RIGHT HANDS AND TAKE AN OATH TO PROTECT LIFE AND PROPERTY AND TO DEFEND THE CONSTITUTION. THAT OATH IS ONE OF HONOR AND INTEGRITY. WHEN ADMINISTRATORS **FORCE** OFFICERS TO ISSUE A SPECIFIED NUMBER OF TRAFFIC VIOLATIONS, UNDER THE THREAT OF DISCIPLINE, IT UNDERMINES THAT VERY OATH. IT GREATLY INFLUENCES THE DECISIONS AN OFFICER MAKES DURING THE COURSE OF HIS OR HER DUTIES AND GREATLY REDUCES THEIR DISCRETION. AN OFFICER WILL ISSUE VIOLATIONS THAT WOULD NORMALLY NOT BE ISSUED, TO MEET THEIR REQUIRED PERFORMANCE STANDARD. SECONDLY, THIS PRACTICE UNDERMINDS THE VERY PUBLIC TRUST THAT IS AFFORDED TO US BY THE VERY CITIZENS WE SERVE. WHEN RESIDENTS DISCOVER THEIR POLICE OFFICERS ARE FORCED TO WORK UNDER A TICKET QUOTA IT ERODES THE TRUST THAT IS NEEDED BETWEEN CITIZENS AND THE POLICE.

IT IS NOT THE RESPONSIBILITY OF THE POLICE TO GENERATE REVENUE FOR MUNICIPALITIES SO THEY CAN BALANCE THEIR BUDGETS; THIS IS JUST AN ADDITIONAL FORM OF TAXATION, UNDER THE GUISE OF LAW ENFORCEMENT. IN THESE DYER ECONOMIC TIMES, IT IS UNJUST TO PLACE ADDITIONAL FINANCIAL HARDSHIPS ON THE CITIZENS OF THIS STATE UNDER THE GUISE OF TRAFFIC CITATIONS. TO THOSE WHO CLAIM TRAFFIC ENFORCEMENT IS NOT MAINLY ABOUT REVENUE I WOULD SUBMIT THIS. IF THE FINES FOR ALL TRAFFIC VIOLATIONS WERE REDUCED TO \$20 DO YOU HONESTLY BELIEVE ADMINISTRATORS WOULD REQUIRE OFFICERS TO ISSUE A SPECIFIED NUMBER OF VIOLATIONS, I THINK WE ALL KNOW THE ANSWER TO THAT.

LET ME MAKE ONE THING VERY CLEAR. TRAFFIC ENFORCEMENT IS PART OF LAW ENFORCEMENT AND I AM IN NO WAY SAYING OFFICERS SHOULD NOT BE ENFORCING TRAFFIC LAWS. WHAT I AM SAYING IS THIS. EVERY OFFICER ENCOUNTERS A DIFFERENT SET OF CIRCUMSTANCES, A DIFFERENT TYPE OF CITIZEN, AND VARIOUS FORMS OF VIOLATIONS ON TRAFFIC STOPS. IT SHOULD BE THE SOLE

DISCRETION OF THE OFFICER WHETHER A VIOLATION IS ISSUED. I STOPPED A MAN ONE MORNING FOR A LOUD EXHAUST ON HIS TRUCK. WHEN I CHECKED HIS LICENSE HE HAD 1 SUSPENSION FOR AN UNPAID TICKET. WHEN I APPROACHED THE MAN AND ASKED HIM WHY HE WAS DRIVING ON A SUSPENDED LICENSE HE BEGAN TO CRY. HE TOLD ME HE WAS A FORMER AUTO WORKER THAT HAD BEEN OUT OF WORK FOR NEARLY 3 YEARS. HE HAD RECEIVED A TICKET FOR AN EXPIRED PLATE AND HE SAID THE CHOICE HE FACED WAS TO FEED HIS FAMILY OR PAY THE VIOLATION. I HAD A DECISION TO MAKE. DID I ARREST THIS MAN FOR DRIVING ON A SUSPENDED LICENSE AND IMPOUND HIS VEHICLE AND REQUIRE HIM TO POST A BOND, ALL SO I COULD LOOK GOOD ON A MONTHLY STAT SHEET. I WORK WITH OFFICERS THAT OUT OF FEAR OF NOT MEETING THEIR QUOTA WOULD HAVE DONE JUST THAT, I DID NOT! I ADVISED THE MAN HE NEEDED TO CLEAR UP HIS LICENSE AND NOT TO DRIVE UNTIL HE DID SO. WHEN THIS MAN REALIZED HE WAS NOT GOING TO BE ARRESTED HE EXTENDED HIS HAND AND SAID TO ME THANK YOU FOR NOT TAKING ME AWAY FROM MY FAMILY AND HE WOULD NEVER FORGET THE WAY I TREATED HIM.

LASTLY, IN THE EVALUATION SYSTEM, MY OFFICERS ARE GRADED UNDER THERE ARE 11 CATEGORIES RANGING FROM APPEARANCE TO THEIR ABILITY TO MAKE SOUND DECISIONS DURING CRITICAL INCIDENTS. ADMINISTRATORS CLAIM THEY NEED TICKET QUOTAS AS PART OF AN OFFICERS EVALUATION. I SUBMIT TO YOU THIS IS NOT TRUE. IF THE TICKET STANDARD WAS PROHIBITED BY LAW AND HAD TO BE REMOVED FROM THE EVALUATION SYSTEM MY OFFICERS ARE UNDER, THERE WOULD STILL BE 10 CATEGORIES TO EVALUATE AN OFFICER'S PERFORMANCE. I ASK THAT YOU PUT THE DISCRETION BACK IN THE HANDS OF THE POLICE OFFICERS AND PUT FORTH THIS LEGISLATION.

THANK YOU FOR YOUR TIME.